

# 5<sup>th</sup> Street Improvement Project Wrap-up Survey

Nine completed surveys were received between February 26, 2010 and March 5, 2010.

## 1. List the primary strengths and weaknesses of each alternative from your perspective?

### Alternative 1: Two-way Traffic

Strengths	Weaknesses
Emergency Response IIIIIII	Traffic Congestion (local) will increase IIII
Vehicle Access (2-ways in and out) IIII	Private Property Impacts IIII
Traffic Congestion (System)IIII	Has largest footprint; need to minimize
reduced on 5 <sup>th</sup>	Vehicle Speed III
reduced peak traffic congestion at	Noise II
Settlemer & 214	Air Quality II
"good traffic flow"	Parking IIII
Property Values	Property Values II
Private Property Impacts	Pedestrian Safety
Vehicle Speed (may slow traffic)	Crime
No strengths from my perspective	
The street will be repaved (it needs it)	

## 2. What stands out as the major differences between Alternative 1 and the other alternatives?

- Alternative 1 meets the primary goal of community access and egress. The others, particularly the one-way options complicate the system unnecessarily and would be better saved as alternatives to later plans when and if one-way street grids are established for the core area.
- It's the most natural and change resistant.
- Alt 1 allows for better and quicker access to all properties. It is the preferred design.
- Alternative #1 - will insure that ALL increased traffic loading impacts the majority of 5th street and its flanking properties.
- Provides traffic flow in all directions especially for local residents and emergency responders.
- This would give the most people the most accessibility, if that is what we want, which I don't want. I'm not considering traffic congestion from a system standpoint because that isn't how the group interpreted "traffic congestion". Traffic Congestion (system) was the City staff's view.
- Project will cause many negative impacts for residents of 5th. The negative impacts include: additional traffic, speeders, noise, less play space for children and possible additional crime.
- The additional traffic. It uses the most of the right away.
- Maximum flexibility for traffic congestion relief.

*[A tick mark after a comment represents the total number of times that same comment was made]*

### Alternative 2: One-way Traffic (Couplet)

Strengths	Weaknesses
Parking enhanced III Private property impacts (5th St) minimized II Traffic Congestion (Local) II Property Values Pedestrian safety better on one-way control None Traffic Congestion (System) Divide traffic between 3 <sup>rd</sup> and 5 <sup>th</sup> Lowest Impact on residences and school on 5 <sup>th</sup> The street will be repaved (it needs it) More control over traffic flow	Private Property Impact IIIII Emergency Vehicle Access IIIII Yew Street Construction III Traffic Congestion (Local) III Vehicle Access II new one way system in localized area Vehicle Speed II Noise II Air Quality "I don't like anything about it" Confusion for drivers Cost Crime

### **3. What stands out as the major differences between Alternative 2 and the other alternatives?**

- The one-way nature, in a city without other one-way streets may prove confusing. It introduces a new traffic control issue between Yew St and 5th St. which could be particularly a problem with the clockwise flow pattern.
- Least natural and emergency response is an issue.
- I do not like anything about the YEW Street connection. I would eliminate it entirely.
- More traffic congestion because vehicles have to circle the block to get to or out of residences.
- Alternative #2 - reduces the increased vehicle loading impact on the majority of 5th street and the subsequent effect of that increased traffic upon the private properties which abut 5th street. This alternative also serves to provide the maximum amount of on-street parking for the project.
- If this project had to move forward, this option has the least impact on the general 5th street area.
- A one way street does not seem as desirable to live on. It would create more traffic on Church, High, Fir. There does not seem to be any money to improve those streets.

### No Build:

Strengths	Weaknesses
Least Private Property Impact IIIII Property Values II Noise II Air Quality II Vehicle Speed II Traffic Congestion (Local) II Crime Parking None (Project is definitely needed) Yew Street Connections	Emergency Vehicle Access III Pedestrian Safety (no sidewalks) II Missed opportunity to Increase property values Area will continue to become more blighted Vehicle Access Traffic Congestion (System) Parking The street will not be repaved Loss of future ODOT improvement to highway

*[A tick mark after a comment represents the total number of times that same comment was made]*

Safer for people Pedestrian Safety I will still feel comfortable in my home St Lukes will not be impacted	
--	--

**4. What stands out as the major differences between the No Build option and the other alternatives?**

- It appears obvious to me that the "no-build" option is really not an option. Pushing 5th through is a must for the traffic we already have and the more we will have. Yew St. I am ambivalent about.
- The neighborhood has an opportunity to improve its values with no LID cost and NO BUILD takes that away.
- This is not a favorable option. The emergency response agencies will support better access option to improve the service the community.
- The "No Build" option doesn't solve the problem!
- Traffic congestion ,pedestrian safety.
- The local 5th Street community; residences, school/church members don't want a "new-improved" street that looks nice. We want a quiet street with limited traffic to provide an ideal environment for our children to learn and not be distracted.
- 5th remains the same. The stop light could not be put in on the highway.

**5. If you were Public Works Director for the City of Woodburn, what else would you direct the consultants to consider in their preliminary designs?**

- More consideration needs to be given to the impact on the citizens living in the immediate area and see what they want.
- Pushing 5th St through is a must. With that, the design that would facilitate the safest and most direct access and egress to the area is my choice. Minimizing displacement of residents (Hunts & Apartment renters relocated) in an economically fair way (if Yew St. is adopted). Crosswalks and traffic control especially about the school.
- Traffic flow for residence in the subject neighborhood will benefit the most. A light at the 214 intersection is a needed safety feature. The amount of traffic generated will most likely happen during peak hours, and would result in slower traffic at those times. Provides another circulation pattern for LOCAL residents. Although neighbors benefit the most it is a City wide traffic system benefit as well.
- I believe the connection is important to increase the connectivity of Woodburn. This connection would help reduce the peak congestion at Settlemier and 214.
- Considering that the traffic light at the Meridian Drive/5th Street and SR-214 intersection will ultimately be built as part of the Oregon Traffic Improvement plan for the Woodburn/I-5 Freeway Interchange -- choosing the "No Build" option presents an unreasonably limiting and counter-intuitive solution to helping solve such system-wide traffic congestion challenges that may develop as a result of the project's successful completion. I suggest that the 5th Street Project move-ahead as Alternative #2 while suitable safeguards are recognized to be necessary,

*[A tick mark after a comment represents the total number of times that same comment was made]*

by our City Council and that such safeguards are designed and implemented by our Woodburn Public Works Department to insure that the citizens living in the neighborhoods above and below the new subject intersection/traffic light are not subjected to auto "shortcut seekers" wishing to use our local neighborhood's (25 MPH) residential roads to bypass congestion points east and west of those same neighborhoods. I would be willing and eager to serve with any study group or on any committee that the Woodburn Public Works Department elects to establish for that purpose. I believe that this project is not complete until this step is attempted and implemented. I also believe that our Public Works Director should be equally concerned about this situation.

- None
- I would really listen to the Committee and what they are trying to tell you. The Public Works staff are "road builders", and that is what they are trying to do is build an attractive road. Several people on the committee are educators and parents and they don't care about attractive roads - they care about the physical environment that their children are subjected to while they are trying to learn. As Director I would need to put the politics aside and capture and carry the Committee's message to the Council without my bias interfering with that process. Opening up 5th Street and having all of the traffic "dead-end" onto Harrison just does not make sense and has never made sense to me.
- The stop light seems important in the transportation plan, but I would find a way for the intersection on 214 to meet warrants for the light without opening 5th. I would replace the play space that I am considering taking away from the children. I would consider the impacts of opening 5th as if it were me being impacted. It is important to offer assistance to home owners who do not wish to remain living on the street if it is opened also home owners who will need help with things such as new windows when traffic causes too much noise.
- Improved traffic flow city wide, not missing future opportunities with ODOT projects, improved emergency vehicle access.

**6. Is there something you wish you knew more about that would help you determine your preferred alternative?**

- What is the driving force for the project? I do not view it as easing congestion on Hwy 214.
- Not really, all models have their positives and negatives. Choosing the least negatives will be the task.
- I believe that we have been given adequate information to make an informed decision.
- No, I believe I understand the problem before us.
- No.
- No, I am real clear on my preferred alternative.
- Yes, will Yew street for sure be a part of the project? I don't think the city should even consider opening 5th if Yew will not also be opened up.
- No.

**7. What topics would you like to talk about with your fellow CAC members before the group makes its final recommendation to Public Works staff and the City Council?**

- Open dialogue with facts.

*[A tick mark after a comment represents the total number of times that same comment was made]*

- The Public works Director needs to make it clear to the City Council what the citizens want and not white wash it into the program he wants.
- Eliminate the no-build option. (I think this would be a positive step in public support for the project if we can come to consensus that not building is really counterproductive to the efficient development of the traffic system in Woodburn.
- The "No Build" option, in detail -- the body-language and verbal dynamics of our Committee membership indicate that some of us have not been able to move beyond a personal commitment to the "No Build" option. I suggest that such a conversation is an essential step before final decision making is complete. Those opposed must be given the opportunity to voice their opposition in detail, before our assembled team, in-order to insure that this Committee and this "Process" remains legitimate and will tolerate the scrutiny of the citizens of Woodburn.
- Concerns regarding local resident directly affected.
- I want a non-judgmental environment so each committee member will honestly and openly share where they are at with the 3 different alternatives.
- I want them to know that as a home owner I support the no build option because I need to think about what is best for my family. We would not have purchased our home on 5th if we had known this project would be completed. I think the field trip we took really made me aware of the impacts on the residents of 5th. I realize we (the residents of 5th) are only a tiny portion of the population of Woodburn but believe that we have the right to keep the quality of home life that we currently have.
- Already covered my areas of concern

## **8. Other Comments**

- Curbs, sidewalk and repaving of the street would improve property values and increase pride of ownership. It would organize parking during special events. I have concerns that some neighbors want this but are afraid to speak up for fear of being targeted as negative to the interest of those who have been outspoken against the project.
- I do not like anything about the YEW Street connection. I would eliminate it entirely.

*[A tick mark after a comment represents the total number of times that same comment was made]*